non-manual adjustment of the inclination in an expedient manner on the basis of the two-part head restraint construction. A head restraint of this type is suitable for equipping with a motor-powered or hydraulic driving device, particularly since the rigid head restraint rear part conveniently provides a supporting surface not only for the actual adjustment, but also when the head restraint front part (and therefore the driver) is subjected to great momentum as a consequence of a vehicle impact.

Please replace the paragraph beginning on page 12, at line 8 with the paragraph shown below:

When the electric motor is activated via a corresponding control signal ("head restraint forwards" or "head restraint rearwards"), the reel 21a is rotated in one of the two rotational directions and the inner wire of the Bowden cable 19 is tightened or relaxed, whereupon the head restraint front part 13 is moved forwards or backwards with respect to the head restraint rear part 9 as symbolized by the arrow via the spreading-lever arrangement 17 in interaction with the spring element 18. In a manner which is similar in principle, the driving force applied during a release in the event of a crash is transmitted to the head restraint front part, but in this case the transmission of force takes place very rapidly, and the spreading-lever arrangement is stretched until it reaches the position beyond the dead center, which is illustrated by dashed lines in Figure 1.

## In The Claims

Please cancel claims 8, 13-22, 25, and 31-33.

Please replace claims 1-7, 9-12, 23-24, and 26-30 as shown below. A marked up version of the amended claims is attached to this Amendment.

1. (Amended) A vehicle seat for a passenger car, comprising:

a backrest;

a head restraint arranged on an upper end of the backrest, the head restraint including a rear part mounted to the backrest and a front part pivotally connected to the rear part;